

JOE MATSON WINS GREAT AUTO RACE

Finishes in the Lead in Crown Point Contest.

THOUSANDS VIEW EVENT CHEERING THE DRIVERS

Sixteen Cars Start in First of the "Western Vanderbilts."

SEVERAL SOON LEAVE COURSE

National Guardsmen on Duty Along the Track—Chapter of Accidents—Weather Conditions Ideal—Order of Start.

CROWN POINT, Ind., June 18.—The first of "Western Vanderbilt" automobile road races was run today in perfect June weather and over a track as smooth as time, money and men could make it. Joe Matson, driving a Chalmers-Detroit car, won; George Robertson, in a Locomobile, finished second, and A. Monson, in a Marion, third.

Matson drove a perfect race, going the 22.34 miles in 43.21, an average of 51.2 miles an hour. He was easily cheered by the thousands of spectators who lined the track.

The withdrawal of the Ford yesterday was followed today by that of "Art" Greiner's Renault. It was hoped to the last that the Renault's broken transmission, which kept it from weighing in yesterday, could be repaired. Early today, however, Greiner surrendered. Today's race was over ten laps, approximately 22.34 miles each, for a total distance of 223.4 miles, for the Indiana trophy. The specifications limited entrants to light cars. Tomorrow twelve big cars will contest for the Cobb cup, the big event of the meet.

Names of the Entrants.

Practically all the best drivers of the country appeared in today's race, the entrants being as follows:

- 1-Corbin, A. J. Monsonville.
 - 2-Bulck, Robert, Burman.
 - 3-Marion, Charles Stutz.
 - 4-Chalmers-Detroit, William Knipper.
 - 5-Marion, A. Monson.
 - 6-Locomobile, G. W. Florida.
 - 7-Bulck, L. L. in this leg.
 - 8-Falcar, W. H. Pearce.
 - 9-Locomobile, George Robertson.
 - 10-Moon, Phil Wells.
 - 11-Bulck, Lewis Burman.
 - 12-Falcar, John Ruel.
 - 13-Stoddard-Dayton, Wiseman.
 - 14-Chalmers-Detroit, Al Poole.
 - 15-Stoddard-Dayton, Wright.
 - 16-Chalmers-Detroit, J. Matson.
- Cars 8, 12 and 13 were withdrawn.
- The machines were started by Fred J. Wagner, who has officiated in a similar capacity in all the Vanderbilt runs on Long Island. Also Paine of Minneapolis acted as referee.

Start a Straightaway.

Leaving the grandstand, the machines flashed away over a straightaway north of 14 miles, where a turn brought them into one of the principal residence streets of Crown Point for a short of seven miles. At the end of the stretch they turned to the northwest for an irregular four-mile run to Cedar Lake, a distance of 11 miles. The road is rolling, and the 5.7 miles is gradually descending all the way to Lowell.

At Lowell, after passing under a viaduct, the road takes a sharp turn to the east. Half a mile out it turns sharply around a corner and there is a straightaway for three miles. Turning right, the road is a straightaway of 7.1 miles, which brings the cars past the grandstand.

Cars Arriving All Night.

All night long cars poured into town until it seemed there would be no room for more, but still the cars came. The 1st Regiment, Illinois National Guard, of Chicago, formed the vanguard. The militiamen arrived last night. Special trains from Chicago began to arrive at 2 o'clock a.m., and continued almost to the moment of the start of the race, bringing thousands into Crown Point and Lowell.

At 8:30 o'clock all the grandstands were not placed, and a further delay was announced by Starter Wagner. It was estimated that the crowds at all points numbered 75,000 at 7:30 o'clock a.m. Thousands were arriving on belated trains which were blocked in the streets of Crown Point, as the soldiers would not allow them on the course, and they had to crowd into a single narrow road.

Start by Slap on Back.

As Starter Wagner gave the word sending the drivers on their way he slapped each driver on the back. The rear wheels slid in the oil during the road for an instant, there was a sudden push and the machines, thundering their exhausts, disappeared over the low rise north of the grandstand. The interval between the cars more than gave time for the leading cars to disappear before their respective pursuers were sent after them.

Burman, in his Buick, overhauled and passed Matsonville, in a Corbin, half way down the Cedar Lake-Lowell stretch, otherwise known as the west leg. Burman held his lead and sped past the leader in the first lap, which he made in 23.41.

Molsonville, running like a ton, followed, having made the lap in 26.28. Knipper, in his Chalmers-Detroit, overtook Stutz and made the lap in 25.55. Stutz took 25.34. Monson, in a Marion, made the lap in 27.25. Florida, in the Locomobile, came next and was clocked at 29.55. Pearce and his Falcar came in only a few feet ahead of Strang, in a Buick.

Strang Shakes His Fist.

Strang was shaking his fist at the car ahead, apparently trying to indicate that the man ahead would not give him room to pass. Strang had to pass Robertson, winner of last year's Vanderbilt, and driving a car of the same make, the Wells, in the Moon, and his teammate Chevrolet to gain this position. Pearce's time was 28.32. The interval between the cars more than gave time for the leading cars to disappear before their respective pursuers were sent after them.

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LONDON TAKES A HAND

Asks Washington to Keep Out of Loan.

HANKOW SZE CHUEN ROAD

Request Sent to Ambassador Bryce Today.

SAYS DEAL HAS BEEN FIXED

British, German and French Bankers Ready to Take Up and Close the Matter.

LONDON, June 18.—Great Britain has asked America not to press her claim for participation in the Hankow Sze Chuen railroad loan of \$27,500,000, which British and German and French bankers stand ready to take up. This request has been sent to James Bryce, the British ambassador at Washington.

Great Britain points out that the arrangements for this loan were concluded after the greatest difficulty, entailing long negotiations between the British, German and French bankers concerned and the Chinese government. As America did not ask to join therein, it was presumed that she did not desire to take the share to which she was entitled under her convention with China.

NEW YORK, June 18.—Members of the American Banking Syndicate today expressed the hope that any representations to President Taft by the British government will be unsuccessful. They take the ground that Washington has made clear its attitude in connection with the forthcoming Chinese loan, and refusal of the American participation would be detrimental to important American commercial interests which are especially interested in the outcome of the present negotiations.

FOREIGN CRITICS SILENCED.

American Bank Opened in Peking.

Reply to Rivals.

PEKING, June 18.—The International Banking Corporation has completed arrangements to establish today the first American bank in Peking. Temporary offices have been secured in the legation quarter and H. T. S. Greene is temporarily in charge. The establishment of this bank meets one phase of the European bankers' criticism that the Chinese government should not consider the American protest, since there is no American bank here seeking business. The criticism that Americans are dilatory is groundless.

The American legation entered a protest immediately. It ascertained that the new agreement included the Sze-Chuen loan. The notice was ample, since the tentative agreement between China's representatives and the German, English and French banks was not completed until June 6. The American protest was based on the written assurances given by Prince Ching to Mr. Conger, the American minister to China, in 1904.

The British minister's protest objections to reopening the agreement at this stage are met by Mr. Fletcher, the American charge d'affaires, who points out that the situation is exactly similar to that of March 8, when the British legation protested against the original Chinese-German agreement, the completed and which finally resulted in its reshaping with English and French participation.

The American contention is that a further delay to prepare for the participation of American capital and materials is equally simple.

Great Britain's objection to the participation of American financiers in the Chinese railway construction loan is reported by the British minister to the United States Department by the consul of the British embassy here. The position of Great Britain is that surprise is felt that the United States should desire Americans to participate in the loan in the eleventh hour, as the loan was formally signed and the loan was formally signed and the loan was formally signed.

ACCUSED BY BOY.

New York Painter Implicated in the Bersin Murder.

SPECIAL DISPATCH TO THE STAR.
NEW YORK, June 18.—Sigmund Goldberg, the painter, who was arrested on the strength of an identification made by Joseph Tottaro, the small boy left in charge of the bundles containing the dismembered body of Samuel Bersin, was arraigned in the police court this morning. The police had no choice save to hold him, since the boy was positive, but four other persons who saw the man with the bundles that were turned over to Joe have failed to identify Goldberg, and it is the boy's word against theirs.

The police searched Goldberg's house, but found nothing. Goldberg seemed bewildered by his arrest and protested vehemently that he was an honest painter, who had done no wrong.

WOODBURN SAILS FOR HOME.

British Steamer's Fireman Recovers From Effects of Russ Shell.

SPECIAL CABLEGRAM TO THE STAR.

LONDON, June 18.—The British steamship Woodburn, which was fired upon by a Russian torpedo boat, because she went too near to the meeting place of the czar and the Kaiser, is homeward bound.

STOCKHOLM, June 18.—Coyne, the fireman on board the British steamship Woodburn of Newcastle, that was fired upon in Pitkies bay Wednesday night by a vessel of the Russian squadron patrolling the rendezvous of Emperor Nicholas and Emperor William, sustained only slight injuries, and probably will be able in a few days to leave the hospital where he was removed. He declares that three other members of the crew, sustained slight injuries from the Russian fire.

Further details of the occurrence show that the Woodburn strayed during the night within the prohibited zone of navigation in the vicinity of Pitkies bay. Her captain evidently was unfamiliar with the published regulations. The Russian torpedo boat fired three black smoke shells, which were followed up by four projectiles.



THREE MEDALS FOR WRIGHTS

NATION, STATE AND HOME CITY HONOR AVIATORS.

Presentations Made by Gen. Allen, Gov. Harmon and Mayor Burkhardt.

DAYTON, Ohio, June 18.—Nation, state and the city in which they live today paid tribute to Wilbur and Orville Wright, the aviators.

Standing on a little platform not far from their unpretentious little airplane factory, and almost within sight of a field where they first struggled with the problem of aerial navigation, then James Allen, chief signal officer of the army, assigned by Secretary of War Dickinson for the purpose, presented to the Wright brothers the gold medals authorized by act of Congress.

History of Locomotion.

After the presentation the crowds witnessed a parade of floats depicting the development of locomotion in America. This was headed by an Indian runner and, after the various stages from the ox-cart to the automobile had been shown, was concluded by an aeroplane with the suggestion that the next mode of speeding would be among the clouds.

Although this, the second day of Dayton's "Homestead" celebration, was crowded with events arranged in their honor, the Wrights found time to labor at their workshops preparing for departure to Washington, where they are to resume flights for the government next week. Wilbur Wright said they hoped to leave tomorrow.

Gen. Allen's Speech.

In presenting the government medals Gen. Allen gave a history of the relation between the United States government and the Wright brothers in the purchase of an aeroplane.

He stated that so far as he knew the contract entered into by the Wright brothers for the purchase of an aeroplane was the first public contract ever made by any government for aeronautical appliances of this kind.

"Orville and Wilbur Wright have by their genius and perseverance done honor to the United States," he said. "United States, in return, has signally honored them by a joint resolution of its Congress and the presentation of these medals designed by the Secretary of War, in compliance with that resolution and with the co-operation of the Secretary of the Treasury struck at the United States mint in Philadelphia."

Wright Brothers Respond.

In accepting the medals, Wilbur Wright said:

"It is naturally with a feeling of pride that we accept these tokens, and I wish to thank the people of the United States, of Ohio and of Dayton.

"It is sometimes said inventors usually do not receive the sympathy and encouragement which is their due. This cannot be said of us. Even in the infancy of our work we received offers of financial assistance from people who could have no hope of reward.

"The poets sometimes have occasion to complain of their lack of substantial sympathy, yet I have no doubt that if \$1,000,000 would bring another Shakespeare or a Pampson, the money would be forthcoming in this country within five minutes. If poets and inventors do not get their dues it is rather because the world is unaware of their needs than because of indifference."

Orville Wright said:

"I wish our work was commensurate with the honors that have been heaped upon us. Thank you."

The benediction was pronounced by Bishop Milton Wright, the venerable father of the aviators. Present also were Miss Katherine Wright, a sister, and other members of the Wright family.

Aeroplane at Fort Myer.
The Wright aeroplane, accompanied by C. E. Taylor, chief mechanic of the Wrights, arrived in Washington this morning.

The most of the day was consumed in transferring the various crates and boxes to Fort Myer.

The Wright brothers expect to leave Dayton, Ohio, this evening or tomorrow morning, probably in company with Gen. Allen, chief of the signal service. They will probably be at Fort Myer on Monday.

The official trial of the aeroplane is not likely to take place before the middle of next week.

Mechanic Taylor today consulted with Maj. George O. Squier, acting chief signal officer, regarding the facilities for housing the aeroplane as soon as it arrives at Fort Myer.

TO ACT AS SENATE CHAPLAIN

REV. DR. PIERCE TO OFFICIATE UNTIL FURTHER ORDERS.

It Is Expected That the Appointment Will Be Made Permanent When Caucus Meets Next Fall.

"Did you ever assist her in preparing her toilet?" asked Mr. Nicol.

"Only on one occasion," answered the witness.

Velth testified that he had seen Mrs. Gould under the influence of liquor several times. He said he drank a great deal on the trip to the West Indies on the yacht Niagara, mostly champagne and Manhattan cocktails. The witness described an incident at Castle Gould in July or August, 1906, when he said Mrs. Gould drank champagne cocktails, became very excited and boisterous, and threatened to "kick everybody in the place."

POSTMASTER STILL MISSING

BELTSVILLE OFFICIAL ILL WHEN HE LEFT HOME.

Last Seen in Laurel, Where He Said He Was Going to Visit a Priest.

Although diligent search has been made by his family, his friends and the police of Washington, Baltimore and Philadelphia, no trace has been found of Charles Albert Fox, Jr., the postmaster at Beltsville, Md., who disappeared from his home more than a week ago.

The morning he left he had a high fever, having been confined to the house for two days. He told his mother that he had a peculiar dream and was going to Laurel to see a priest. He was seen in Laurel that afternoon about 1 o'clock.

Rev. Ulysses G. B. Pierce.

Senator Hale of Maine today presented a resolution, which was unanimously adopted, appointing Rev. Dr. Ulysses G. B. Pierce, minister of All Souls' Unitarian Church, 14th and L streets, this city, as chaplain of the Senate until further orders.

This is not a permanent appointment, although it is expected that Dr. Pierce will be made the permanent chaplain when the republican caucus meets next fall to consider the matter.

Dr. Pierce was one of the late Edward Everett Hale's warmest personal friends and used to substitute for him as Senate chaplain whenever Dr. Hale was unable to be present. Since Dr. Hale's death Dr. Pierce has been acting chaplain. Dr. Hale was a Unitarian and always attended All Souls' Church when he was in this city, assisting every Sunday morning in the service.

Dr. Pierce has made a splendid impression on the senators. They have come to know him and regard him very highly.

WORM OF THE LAW TURNS.

Joy Riding Chauffeur in Custody on Grand Larceny Charge.

SPECIAL DISPATCH TO THE STAR.

NEW YORK, June 18.—The slow turning worm of the law is at last beginning to show the motions of its joints. A "book" really majestic it can be when it actually turns.

William Foley is described as a joy-riding chauffeur, who began his evening's outing in his employer's automobile last night and ended it in the West 47th street police station with a grand larceny charge lodged against him.

It is the first grand larceny charge made against a chauffeur by an actual employer, whose car he had made off with, and it comes under the new law passed by the recent legislative session.

BISHOP CANDLER CHOSEN.

Selected as Third Arbitrator in the Georgia Railroad Dispute.

Bishop Warren A. Candler of the Methodist Episcopal Church of Georgia was today agreed upon as the third arbitrator in the dispute between the Georgia Railroad and its firemen.

Bishop Candler's selection was decided upon at a conference between former Secretary of the Navy Hilary A. Herbert and Representative Hardwick of Georgia, the other two arbitrators. Mr. Herbert has telegraphed Bishop Candler at Atlanta urging him to accept.

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BROKE UP THE DISHES

Mrs. Gould's Valet Says She Made Him Do It

IN THE ST. REGIS HOTEL

Threw the Table and All Out Into the Corridor.

CHANGES OF TEMPER SUDDEN

Gould Guest Tells of Lively Table Talk on Board the Yacht Niagara. Hostess' Arm Bitten.

NEW YORK, June 18.—The procession of servants and employees of Mr. and Mrs. Howard Gould to the witness stand continued today. Since the first day, early in the week, when the plaintiff lost control of her feelings and went through a merciless recital of unpleasant incidents, Mrs. Gould has kept herself well in hand, merely expressing her disapproval of the testimony by the determined shake of her head or an incredulous smile. After a dull day yesterday for the excitement-loving spectators who crowd the courtroom, when most of the time was occupied by the sing-song reading of depositions of absent witnesses by the lawyers, the sensation came just before the close of the day's proceedings by the appearance of Herbert Schmidt, the Goulds' footman from October, 1904, to May, 1905.

Schmidt told the story on the witness stand of a gathering of several well-known New York women, which Mrs. Gould was present in the apartment of Mrs. George Underwood Alpkirkpatrick, when, according to Schmidt, the hostess arm was bitten, another woman received a black eye, and he found Mrs. Gould in the cellar of the house weeping.

Mr. Nicol, the defendant's counsel, said today that there was a possibility that he would reach his client during the day and call Mr. Gould to testify in his own behalf. Mr. Schmidt, the plaintiff's witness, promised a severe cross-examination of Mr. Gould if this should happen.

Harry J. Velth of Des Moines, Iowa, was called to the stand by the defense when court opened today. He was employed as a valet to Mrs. Gould from December, 1905, to September, 1906, the witness said, and during that time, while with her to the West Indies and Europe, and attended her at the St. Regis Hotel in this city, and at Castle Gould.

Kicked Off Her Slippers.

"Did you ever assist her in preparing her toilet?" asked Mr. Nicol.

Velth testified that he had seen Mrs. Gould under the influence of liquor several times. He said he drank a great deal on the trip to the West Indies on the yacht Niagara, mostly champagne and Manhattan cocktails. The witness described an incident at Castle Gould in July or August, 1906, when he said Mrs. Gould drank champagne cocktails, became very excited and boisterous, and threatened to "kick everybody in the place."

THREW TABLE INTO THE HALL.

Mrs. Gould had ordered him to throw a table set with dishes into the hall from her apartment at the St. Regis.

Mrs. Gould eyed the witness sharply all the time he was testifying. She appeared to be much angered by his evidence.

Velth said Mrs. Gould stood in the door of her apartments at the St. Regis waiting him, and expressed her approval when he threw the table into the main corridor on the fourth floor, because the rooms were located, smashing the dishes and making a great racket. He could not remember that any one else saw him do it. He merely said it because she ordered him to, and stood by to see that he carried out her instructions literally.

Mr. Shearn referred to the day at Castle Gould, when Velth testified Mrs. Gould had been drinking all day and the dinner episode occurred. In answer to Mr. Shearn's questions the witness said Mrs. Gould was staggering when she got into her carriage, which she had ordered from the stable.

Complained of the Salad.

Henry H. Knowles, an insurance agent, testified that he had known the Goulds since 1904, and visited Castle Gould and Blue Gap farm, and been a guest on the Gould yacht Niagara.

"Did you have occasion to observe Mrs. Gould's conduct when she had been drinking?" asked Mr. Nicol.

"Yes, the first time was a dinner at the St. Regis in 1905," said Mr. Knowles. "Mrs. Gould drank a good deal of wine and became very excited and boisterous. How did her moods change at these times," asked Mr. Nicol.

"She would change from a most charming and agreeable woman to a disagreeable woman, nagging and sarcastic," said the witness.

He said Mr. Gould left the table at one dinner on account of his wife's talk and conduct. At another dinner at Castle Gould in July, 1906, the witness said, Mrs. Gould found fault with the salad, because the lettuce was not properly headed and complained to her husband because better arrangements had not been made.

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PLEA FOR PAPER MILL

Gallinger Warns of Competition From Northern Europe.

PREDICTS DEFORESTATION

Charges Yellow Press With Demand for Removal of Impost.

SAYS LABOR WANTS HIGH DUTY

Newspapers at Mercy of Canadian Manufacturers if They Gain Control of Business, He Declares.

Party lines were broken today in the Senate as a result of the fight on a wood pulp and print paper schedules of the tariff bill.

Republicans and democrats fought shoulder to shoulder to put them on the free list. Senator Bailey of Texas joined the finance committee in the fight to keep them on the dutiable list.

Senator Brown's amendment for the purpose of putting the free list on the free list was lost, 28 to 52. The republicans voting for it were Beveridge, Brown, Brewster and Burdett. Senator La Follette, who usually opposes the finance committee, voted "No." So did Mr. Bailey.

By a parliamentary maneuver, Senator Aldrich prevented Mr. Brown from withdrawing his amendment and substituting an amendment sustaining the House rates, which the Senate finance committee proposes to increase.

Senators Brown and Beveridge both expressed the opinion that when the vote is taken on the question of sustaining the House rates many senators would vote in the affirmative who were unwilling to vote for free print paper.

Bailey foils Bryan.

Mr. Bailey announced his emancipation from the democratic platform, and referred to it as having been written by one man, Mr. Bryan. He did this because Senator Stone of Missouri proposed an amendment to the bill to put wood pulp and print paper on the free list on the ground that this action was recommended by the democratic platform adopted in Denver.

Mr. Bailey said he preferred to distribute the taxes evenly on the people and would never vote for free paper when there was a tax on clothes, which employees of newspapers have to wear.

Then Senator Hughes of Colorado stirred things up still more by declaring the free list on the ground that this action was recommended by the democratic platform adopted in Denver.

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